

B. F. TAYLOR,  
"Stevedore."  
Lighters and Steam Launches  
Supplied.  
ILOILO, PHILIPPINE ISLANDS.

# The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES NO. 1765. 日一月正年七十二緒光

FRIDAY, MARCH 1, 1901.

五拜福

統一月三英港香

THE UNITED ASBESTOS  
ORIENTAL AGENCY.  
Solo Agents for the  
UNITED ASBESTOS CO.,  
LIMITED, LONDON,  
DODWELL & CO., LIMITED,  
General Managers.

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 8,130,000  
Head Office:—YOKOHAMA.  
Branches and Agencies:  
TOKIO ..... KOBE  
NAGASAKI ..... LONDON  
LYONS ..... NEW YORK  
SAN FRANCISCO ..... HONOLULU  
BOMBAY ..... SHANGHAI  
TIENTSIN ..... NEWCHWANG.  
London Bankers:  
THE LONDON JOINT STOCK BANK, LTD.  
PARRS' BANK, LTD.  
THE UNION BANK OF LONDON, LTD.  
HONGKONG BRANCH:—INTEREST ALLOWED.  
On Current Account at the rate of 1 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.  
" " 6 " 4 "  
" " 3 " 2 "  
TARO HODSUMI,  
Manager.  
Hongkong, 21st November, 1900. [11]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE:—LONDON.  
CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHARE  
HOLDERS ..... £800,000  
RESERVE FUND ..... £525,000

INTEREST ALLOWED on CURRENT  
I ACCOUNT at the rate of 2 per cent. per  
annum on the Daily Balances.  
On Fixed Deposits for 12 months... 4 per cent.  
" " 6 " 3 "  
" " 3 " 2 "  
T. P. COCHRANE,  
p. Manager.  
Hongkong, 16th October, 1900. [15]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000  
Paid up Capital ..... £324,374  
HEAD OFFICE:—HONGKONG.  
Board of Directors:—  
Chan Kit Shan, Esq. | D. Gillies, Esq.  
Chow Tung Shang, Esq. | J. T. Lauts, Esq.  
Chief Manager,  
GEO. W. F. PLAYFAIR.  
Interest for 12 months Fixed ..... 5 %  
Hongkong, 20th December, 1899. [8]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND:—  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$3,000,000  
RESERVE LIABILITY OF PROPRTORS \$10,000,000

COUNT OF DIRECTORS:  
R. SHewan, Esq., Chairman.  
The Hon. J. J. KESWELL, Deputy Chairman.  
The Hon. R. M. Gray.  
A. Haupt, Esq. | P. Sachse, Esq.  
D. M. Moses, Esq. | N. A. Siebs, Esq.  
A. J. Raymond, Esq. | H. W. Shad, Esq.  
R. L. Richardson, Esq. | Paul Witkowski, Esq.  
Chief Manager:  
Hongkong—Sir THOMAS JACKSON.  
MANAGER:  
Shanghai—H. M. BEVIS, Esq.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 1/2 per cent. per Annum.  
For 12 months, 4 per cent. per Annum.  
T. JACKSON,  
Chief Manager,  
Hongkong, 16th February, 1901. [9]

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3 per  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 3 per CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

T. JACKSON,  
Chief Manager.

Hongkong, 4th October, 1900. [10]

IMPERIAL BANK OF CHINA.  
ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.  
SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000  
Head Office:—SHANGHAI.

Branches and Agencies:  
CANTON ..... PEKING,  
CHEFOO ..... PENANG,  
CHINKIANG ..... SINGAPORE,  
CHUNKING ..... HANKOW.

THE Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH:  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS  
3 1/2 per Annum. Fixed Deposits for 3 months,  
6 " " 12 " " 12 "  
E. W. RUTTER,  
Manager.

Hongkong, 1st January, 1901. [11]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.  
55.00 P. Cask of 375 lbs. Net ex Factory.  
38.00 P. Bag of 250 lbs.  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 12th December, 1900. [12]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS  
LONDON, &c., Parramatta C. T. Denny, R.N.R., Noon, and March... Freight or Passage.  
S'hai & JAPAN, BOMBAY G. M. Montford, R.N.R. 4 P.M., and March... Freight or Passage.  
SHANGHAI, PLASSY C. F. Preston, R.N.R., About 2nd March... Freight or Passage.  
KOBE Nankin C. J. Benton, R.N.R., About 9th March... Freight only.  
LONDON Malacca E. G. Andrews, About 9th March... Freight or Passage.  
STRAITS, COL. Mazagon R. T. L. Cook, R.N.R., About 26th March... Freight only.  
(See Special Advertisement.)

### PASSENGER SEASON, 1901.

S.S. "PLASSY" ..... 7,240 tons, March 30th MARSEILLES and LONDON  
S.S. "SOBRAON" ..... 7,382 tons, April 27th (Direct) WITHOUT TRANSHIPMENT.  
For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 1st March, 1901. [13]

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

### PROPOSED SAILINGS FROM HONGKONG.

#### (SUBJECT TO ALTERATION.)

STEAMERS SAILING DATES.  
KIAUTSCHOU, Hamburg-Amerika Linie. WEDNESDAY, 6th March.  
BAYERN\* ..... WEDNESDAY, 20th March.  
STUTTGART\* ..... WEDNESDAY, 3rd April.  
KONIG ALBERT\* ..... WEDNESDAY, 19th April.  
PRINZESS IRENE ..... WEDNESDAY, 1st May.  
PRINZ HEINRICH ..... WEDNESDAY, 15th May.  
PREUSSEN ..... WEDNESDAY, 29th May.  
HAMBURG, Hamburg-Amerika Linie. THURSDAY, 13th June.  
SACHSEN ..... THURSDAY, 27th June.  
KIAUTSCHOU, Hamburg-Amerika Linie. THURSDAY, 11th July.  
\* Calling at AMSTERDAM.

ON WEDNESDAY, the 6th day of March, 1901, at NOON, the Steamship "KIAUTSCHOU,"  
of the HAMBURG-AMERIKA LINIE, Captain P. Lubneshloss, with MAILs, PASSENG-  
ERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.  
Shipping Orders will be granted till NOON, on MONDAY, the 4th March, Cargo and  
Specie will be received on Board until 5 P.M., on TUESDAY, the 5th March, and Parcels  
will be received at the Agency's Office until NOON, on TUESDAY, the 5th March.  
Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.  
Linen can be washed on board.

### NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 21st February, 1901. [12]

### MELCHERS & CO., AGENTS.

[22]

### HONGKONG HOTEL.

For further Particulars, apply to

Hongkong, 21st February, 1901. [13]

Military Band during dinner on Saturday Nights.

[23]

### QUEEN'S CHOICE LIQUEUR SCOTCH WHISKY.

PRONOUNCED BY CONNOISSEURS.

TO BE

### ONE OF THE FINEST WHISKIES EVER PLACED ON THE MARKET.

It possesses a delicate aroma, and is of great age and guaranteed purity.

\$12 Per Dozen.

### THE VICTORIA DISPENSARY

AGENTS.

### PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRU, DYSENTRY, DIARRHEA, HEMORRHAGE and ULCERATION  
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

by THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers)

9, Old China Street,

Shanghai.

12th October, 1898.

[24]

[24c]

## Intimations.

### UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,  
FOR THE UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS GOODS AND PACKINGS.

HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING, COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT: THOMAS SKINNER.

SUPERINTENDENT: ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

## Intimations.

### HONGKONG RIFLE ASSOCIATION.

A GENERAL MEETING of the MEMBERS of the Association will be held at VOLUNTEER HEAD QUARTERS, (by kind Permission of Lt. Colonel Sir J. W. CARRINGTON, K.C.M.G.) on MONDAY, the 4th March, at 5.15 P.M., for the purpose of passing the Accounts for the year 1900 and electing Officers for this year.

MOWBRAY S. NORTHCOTE,  
Hon. Secretary.

Hongkong, 23rd February, 1901. [25]

### HONGKONG CLUB.

#### NOTICE.

THE FIFTEENTH YEARLY GENERAL  
MEETING of the MEMBERS of the Club will be held in the Club House, on  
TUESDAY, the 5th March, 1901, at 5 P.M.

By Order, C. H. GRACE,  
Secretary.

Hongkong, 23rd February, 1901. [24c]

### THE HONGKONG STEAM WATER BOAT CO., LIMITED.

SHAREHOLDERS are hereby notified that  
the STATUTORY MEETING of the above Company will be held at the COMPANY'S  
OFFICE, on THURSDAY, the 7th March, at NOON.

J. W. KEW,  
Manager.

Hongkong, 23rd February, 1901. [23c]

### DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at  
the HONGKONG CLUB, on FRIDAY, the 8th March, at 8 o'clock P.M.

MEMBERS intending to be present are  
requested to send in their NAMES to the  
HON. SECRETARY, on or before TUESDAY,  
the 5th March.

The Secretary will be glad to receive the  
Names of Devonians wishing to join the  
Society.

MOWBRAY S. NORTHCOTE,  
Hon. Secretary,  
c/o HONGKONG CLUB.

Hongkong, 23rd February, 1901. [23c]

### Auctions.

#### PONIES! PONIES! PONIES!!!

THE Undersigned will hold their Annual  
Sale of RACE PONIES on  
WEDNESDAY, the 6th March, 1901,  
at 3 P.M.

Opposite the CITY HALL, when upwards of  
50 PONIES will be offered.

Entries will be received until NOON on DAY  
of Sale.

TERMS:—As Usual.

HUGHES & HOUGH,  
Auctioneers.

&lt;

Today's  
Advertisements.

THEATRE ROYAL.

BOXING TOURNAMENT.

(Open to All-Comers, to decide the Bond side  
Championships).

TO-NIGHT and TO-MORROW,  
1ST and 2ND MARCH.

Under the Management of  
Mr. C. T. ROBINSON.

VALUE OF PRIZES, OVER \$3,000

GIGANTIC ENTRIES.

PROGRAMME  
OF  
FIRST SERIES.

16 — BOUTS — 16

SEE  
POSTERS  
AND  
HAND BILLS.

BOOK SEATS EARLY.

LATE TRAM and LAUNCH will leave  
4 hour after Each Performance.

POPULAR PRICES.  
STAGE RESERVED SEATS.....\$10 Season.  
Do. Do. \$3 per Night.  
DRESS CIRCLE.....\$3 and \$2.  
PIT.....\$1.

BOX PLAN NOW OPEN AT  
ROBINSON PIANO CO.  
Hongkong, 25th February, 1901. [154c]

HARMSTON'S  
CIRCUS  
AND  
ROYAL MENAGERIE.

TO-NIGHT! TO-NIGHT!!  
POSITIVELY LAST 2 NIGHTS.  
POSITIVELY LAST 2 NIGHTS.

IMMENSE SUCCESS OF THE AMA-  
TEUR RIDERS. THE DAYS OF  
ANCIENT ROME REVIVED.

ALL THE GREAT ARTISTES.

FAREWELL MATINEE,  
SATURDAY AFTERNOON, MARCH 2ND.

SATURDAY LAST NIGHT.

AMATEUR RIDING CONTEST.

(Open to all),  
And a well-known Sailor of H.M. Service  
will Enter the Tiger's Den.

Door Open 2.30 P.M. Commence at 3.30.  
Children Half-price to Stalls and Circus.

Box Office Plan — ROBINSON PIANO CO.,  
Queen's Road.

POPULAR PRICES.  
SOLDIERS and SAILORS of ALL NA-  
TIONALITIES admitted to CHAIRS and  
STALLS HALF PRICE.

ROBERT LOVE.....Manager.  
COL. CHAS. B. HICKS.....Representative.  
Hongkong, 1st March, 1901. [64c]

GRAND CONCERT.

A CONCERT OF INSTRUMENTAL  
MUSIC will be given by the Band of  
the German Flagship *HANSA*, Assisted by  
Amateurs, in

ST. ANDREW'S HALL,  
City Hall Buildings,

MONDAY, the 4th MARCH,  
Commencing at 9 p.m.

TICKETS, \$2 each, may be had at the City  
Hall,  
Hongkong, 1st March, 1901. [275c]

THEATRE ROYAL.  
CITY HALL.

THREE NIGHTS ONLY!  
MONDAY, TUESDAY & WEDNESDAY,  
the 4th, 5th and 6th March.

BERTRAM THE GREAT.

FIRST appearance in Hongkong of the  
Royal and Imperial Court Magician,  
who has been specially commanded on three  
several occasions to appear before

H. M. THE QUEEN, EMPRESS OF

INDIA,

At Windsor Castle, and has been summoned  
on twenty-three occasions

by

H. M. KING EDWARD THE VII.

To perform at Marlborough House, in

Sandringham.

MR. CHARLES BERTRAM.

Who has been acknowledged in Great Britain,  
the British Colonies, and the United States  
to be

THE PREMIER CONJUROR OF

THE AGE.

Doors Open 8.30; performance 9.30 p.m.

Admission \$3, \$2, \$1.

Military and Navy in Uniform Half Price  
to Second and Third seats only.

Box Plan at ROBINSON PIANO CO.

Hongkong, 1st March, 1901. [274c]

Today's  
Advertisements.

HONGKONG JOCKEY CLUB.

THE "FF DAYS" RACES will take  
place TO-MORROW (SATURDAY),  
the 2nd instant, commencing at 2 o'clock.

The First Saddling Bell will be run at  
1.30 P.M.

By Order,

T. F. HOUGH,  
Clerk of the Course.

Hongkong, 1st March, 1901. [267c]

HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP & SPOONS.

THERE will be a COMPETITION for the

above TO-MORROW, the 2nd instant,

at 2.45 P.M.

RANGES—100, 500 and 600 yards.

MOWBRAY S. NORTHCOTE,  
Hon. Secretary.

Hongkong, 1st March, 1901. [145c]

NAVY CONTRACTS.

1901-1902.

SEALED TENDERS in Duplicate will be

received by the D.Y. VICTUALLING STORE

OFFICER, H.M. VICTUALLING YARD, until

Noon, on TUESDAY, the 12th MARCH, for

Undermentioned Articles—

Biscuit. Rice 1, Patna.

Soft Bread. 2, China 1st quality.

Flour. 3, China 2nd quality.

Fresh Beef. Milk (Condensed).

Fresh Vegetables. Milk (Fresh).

Fresh Potatoes. Sugar.

Raisins.

Printed Forms of Tenders and further Par-

ticulars are to be obtained at the D.Y. VICTU-

ALLING STORE OFFICER'S OFFICE.

Samples to accompany Tenders.

The right to reject the lowest or any Tender

is reserved.

H. S. VAUGHAN,  
D.Y. Victualling Store Officer,  
(In Charge).

H.M. Victualling Yard,  
Hongkong, 28th February, 1901. [265c]

HONGKONG STEAM WATER BOAT  
COMPANY, LIMITED.

SHAREHOLDERS in the above Company

are hereby notified that a CALL of \$1

per Share has been made for the 13th instant.

PAYMENTS to be made to the Undersigned at

the COMPANY'S OFFICE, No. 20, Des Vaux

Road, on or before that Date accompanied

with Scrips for Endorsement.

By Order,

J. W. KEW,  
Manager.

Hongkong, 1st March, 1901. [266c]

THE HONGKONG AND WHAMPoa  
DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS

are requested to send in a Statement of

Business contributed during the Half Year

ended 31st December, 1900, on or before the

13th March, on which Date the Accounts will

be CLOSED.

By Order of the Board of Directors,

THOS. L. ROSE,  
Secretary.

Hongkong, 1st March, 1901. [272c]

TO LET.

A HOUSE in RIPPON TERRACE.

"THE RETREAT"—MOUNT KRELLET

GODOWN—No. 83, PRATA EAST.

GROUND FLOOR—No. 4, BLUE

BUILDINGS.

HOUSES in LEIGHTON HILL ROAD.

Apply to

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

Hongkong, 1st March, 1901. [269c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship.

"BOMBAY."

FROM LONDON, PORT SAID, SUEZ  
AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out by Mark and

delivery can be obtained as soon as the Goods

are landed.

Optional Goods will be landed here unless

instructions are given to the contrary before

3 P.M., TO-DAY.

Goods not cleared by the 7th instant, at 4

P.M. will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and a certificate of the damage

obtained from the Godown Company within ten

days after the Vessel's arrival here, after which

no Claims will be recognised.

A. M. MARSHALL,  
Superintendent

Hongkong, 1st March, 1901. [145c]

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND

SHANGHAI.

The above Steamship having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading for countersignature, and to

make immediate delivery of their Goods from

alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 1st March, 1901. [144c]

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MORAVIA,"

having arrived, Consignees of Cargo are hereby

informed that their Goods are

THE NEW RECLAMATION SCHEME.

We have received for publication copies of the correspondence between the Hongkong Government and the Hon. C. P. Chater, C.M.G., on the subject of the proposed Praya East Reclamation. The following is Mr. Chater's first letter:-

HONGKONG, June 12th, 1900.

Sir.—In the month of July, 1897, I submitted for the consideration of His Excellency Major-General Cameron, then Administering the Government, a project for the reclamation of the foreshore of the Colony from the Western boundary of the Military Cantonments westward in the Gas Works. The project was approved and accepted by the Government and by the land owners concerned, was sanctioned by the Secretary of State, and has been, to a very great extent, carried out and completed in accordance with my original proposals, at an expense to the Colony not exceeding my estimates and with greater pecuniary profit and advantage to the Government and to the Colony than even I ventured to anticipate. In only one respect has that project failed to accomplish all that was expected from it. My principal object in suggesting it was to relieve the over-crowding in the older portions of the City and to improve the general sanitary condition of the Colony, then greatly in need of improvement. The length of time the Praya Reclamation has been in hand and the steady growth of the population during the twelve years that have elapsed since first I mooted the scheme, have prevented the Colony from obtaining any adequate relief of that kind in spite of the very considerable area of new land added to the Colony, and it will have, I am afraid, to be admitted that in the central districts the over-crowding is now as great, if not greater, than in 1887.

I have now to submit for the consideration of His Excellency Major-General Gascoigne, C.M.G., the Officer at present Administering the Government of the Colony, another scheme of the same class and character but more extensive, having the same object in view—the improvement of the sanitary condition of the Colony by the creation of additional building land sufficient for the erection of 4,213 Chinese houses of the most improved construction, well lighted and ventilated, and capable of accommodating an adult population of about 150,000 people, allowing thirty square feet of floor space and four hundred and fifty cubic feet of air space for each adult. I propose to increase the practically available area of the Colony by 4,227,400 square feet, or 97.03 acres. Of this area 2,053,300 square feet, or 61.18 acres, will be an actual addition to the size of the Island by reclamation from the sea, and 1,562,100 square feet, or 35.85 acres, will be made available by the cutting down, levelling and laying out of ground now practically useless. Of the 4,227,400 square feet thus added to the Colony, 3,486,780 square feet, or 57.08 acres, will be building land, and 1,740,600 square feet, or 39.95 acres, will be added to the area already covered by public roads and streets. My proposals, if successfully carried out, will put into the Treasury a lump sum of at least \$637,050, will improve the revenue from Crown Lands by the sum of \$33,910 per annum and from taxes by the sum of \$150,571 per annum, and all this will be accomplished without any expense whatever to the Government.

All this I propose should be done within five years from the date when the work is sanctioned by the Secretary of State, provided due diligence is used. The work, although more extensive, is of a much easier and less costly character than that connected with the reclamation now in progress. If my calculations are correct, this project, if carried out, will do for the Eastern portion of the Colony all and more than all that the Sanitary Board hoped to be able to accomplish, if their proposals for a Sanitary Trust had met with the approval of the Government.

I propose that the reclamation of the foreshore of the Wanchai district from Arsenal Street to the East Point Refinery should be undertaken and carried out at the expense of the Marine Lot Holders on the same lines as those on which the present reclamation is being carried out, and under a similar, but slightly amended, Ordinance. This reclamation will involve the construction of a sea-wall 5,180 feet in length, starting from the Eastern extremity of the proposed extension of the Naval Yard and Arsenal, and continuous with the outer face of such extension, following on an easy curve the line of the Eastern Praya at a distance from it of about 445 feet and terminating in the Western extremity of the East Point Sugar Refinery premises, and in line with its northern face. It is calculated that the seawall will give an average depth of 165 feet at low water spring tides along its entire face. The land to be reclaimed within the new sea-wall will be laid out as follows:-

The present praya will be widened to 65 feet; a strip of building land 120 feet in width, specially designed to take two rows of Chinese houses, four stories in height, not exceeding 60 feet in extreme depth and having 15 feet backyards, will be laid out next to the old praya along the entire length of the reclamation. Outside of this will come a thoroughfare, 75 feet wide, beyond that another strip of building land 150 feet wide to allow of the construction of godowns, and then the New Praya, 75 feet wide. Ten streets, 50 feet in width, will traverse the reclamation from the Old to the New Praya. Plan herewith.

For the purpose of filling in the land to be reclaimed from the sea, the hills on which the Royal Naval Hospital and Morrison Hill houses stand—Inland Lots 84 and 86—will have to be acquired from their owners (acquisitions which, I believe, can be easily obtained on favourable terms hereinafter detailed), and cut down to the level of Queen's Road by the Eastern Market. This cutting down will not only supply all the stone and earth required for the sea-wall and reclamation, but will give the Colony an additional area of level ground of 1,562,100 square feet, or 35.85 acres, and will open out the whole of the Wanchai district, now shut in on the east, to the easterly and southerly winds; a further benefit will be conferred on the Colony by the levelling of the roads leading from the City to the Happy Valley. The plan sent herewith shows clearly the area proposed to be levelled both north and south of the Queen's Road and also the method in which the new ground is proposed to be laid out. The project includes the widening of the Queen's Road to a breadth of 75 feet from the Eastern Market to the Race Course and Causeway Bay (an immense benefit in itself) and the piercing of the district by 6 other streets, each 50 feet wide, 3 running parallel to the Queen's Road and 3 at right angles to it, dividing the land into blocks of such size and shape that only the approved style of Chinese houses can be built on them.

The land to be dealt with by this portion of my scheme covers, as already stated, 1,562,100 square feet, or 35.85 acres. Of this, Inland Lot 84, Morrison Hill, the property of Messrs. Jardine, Matheson & Co., includes 700,614 square

feet, or 18.85 acres. Inland Lot 86, the property of the Admiralty, covers 303,014 square feet, or 6.95 acres, and the balance 468,472 square feet, or 10.75 acres, is still undisposed of, and is the property of the Government, but is, in its present state, untenable.

I believe that I will have no difficulty in arranging, if authorized to do so, with Messrs. Jardine, Matheson & Co., the surrender by them of the whole of their land on condition that they receive back on the same terms, and at the same rent as at present, about \$1,500 square feet of building land, or 1.98 acres, out of the improved area.

As to the Royal Naval Hospital ground, the acquisition of this involves rather more difficulty and entails considerable expenditure by the Colonial Government in the first instance—an expenditure, however, to be fully recouped in the end, without interfering with the estimated profit to the Government already referred to.

The Naval Authorities want a new and improved hospital with more accommodation. They would prefer a site more directly accessible from the water, and further removed from the Chinese quarter of the City. Flagstaff Hill at Kowloon, now the property of the War Department, would afford ample space for a hospital double the size of the present building, with extensive grounds, the purest air, the freshest breezes at all seasons, and easy accessibility. I estimate that a suitable hospital could be constructed on Flagstaff Hill with every possible convenience for \$100,000. This money the Colonial Treasury would have to provide in the first instance, but it could easily be procured locally at 5 per cent, if the Government so wished. As for the ground, the Military have no use for it, and they would gladly exchange it for an equal area more towards the centre of Kowloon. This would entail the resumption of certain lands there which there would be no difficulty in acquiring as the power of the Crown to resume is clear, and the cost would, I think, not exceed \$200,000 if resumption was effected at once.

The total cost of the improvements proposed to be effected is estimated (not including the cost of the new Naval Hospital) at \$1,100,000, which is made up as follows:-

For the Pier Perdita	\$ 83,618
New wall, including Return and Wing Wall	474,600
Filling up, including earthworks, &c.	1,492,080
and Laying out of Morrison Hill and Naval Hospital Hill	446,800
Sewers, &c.	140,000
Cutting and Channelling of Streets, &c.	85,500
Contingencies 5%	45,100
Say \$1,100,000.	

All these items are worked out at the present high rates of labour and material.

The whole of this will be borne by the existing Marine Lot Holders in the Wanchai district, who will receive an augmentation to their holdings of 1,492,080 square feet divided ratably among them in proportion to their frontages, the Government, in respect of No. 2 Police Station, being numbered amongst the Marine Lot Holders and receiving 71,400 square feet, or 35.85 acres, will be made available by the cutting down, levelling and laying out of ground now practically useless. Of the 4,227,400 square feet thus added to the Colony, 3,486,780 square feet, or 57.08 acres, will be building land, and 1,740,600 square feet, or 39.95 acres, will be added to the area already covered by public roads and streets. My proposals, if successfully carried out, will put into the Treasury a lump sum of at least \$637,050, will improve the revenue from Crown Lands by the sum of \$33,910 per annum and from taxes by the sum of \$150,571 per annum, and all this will be accomplished without any expense whatever to the Government.

All this I propose should be done within five years from the date when the work is sanctioned by the Secretary of State, provided due diligence is used. The work, although more extensive, is of a much easier and less costly character than that connected with the reclamation now in progress. If my calculations are correct, this project, if carried out, will do for the Eastern portion of the Colony all and more than all that the Sanitary Board hoped to be able to accomplish, if their proposals for a Sanitary Trust had met with the approval of the Government.

I propose that the reclamation of the foreshore of the Wanchai district from Arsenal Street to the East Point Refinery should be undertaken and carried out at the expense of the Marine Lot Holders on the same lines as those on which the present reclamation is being carried out, and under a similar, but slightly amended, Ordinance. This reclamation will involve the construction of a sea-wall 5,180 feet in length, starting from the Eastern extremity of the proposed extension of the Naval Yard and Arsenal, and continuous with the outer face of such extension, following on an easy curve the line of the Eastern Praya at a distance from it of about 445 feet and terminating in the Western extremity of the East Point Sugar Refinery premises, and in line with its northern face. It is calculated that the seawall will give an average depth of 165 feet at low water spring tides along its entire face. The land to be reclaimed within the new sea-wall will be laid out as follows:-

The annual rateable value of the houses when built is estimated at \$1,158,240, and is made up as follows:-

4½ houses at \$12 per House x Gross Annual Rent of \$1,158,240 at 12 per cent.	\$33,910
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The Government would, therefore, not only have ground to dispose of, of the value of \$1,637,000, but would have an annual revenue of \$184,481, which, capitalized at 5%, would amount to \$3,689,020.

I respectfully submit this scheme for the approval of the Government and of the Secretary of State. The proposals have been carefully thought out, and the calculations are fairly accurate. Our experience with the Praya Reclamation Scheme how in process of execution, enables me to judge with certainty as to the character of the work to be done, the cost to be incurred and the time to be taken, and also as to the benefits to the Colony from the works proposed.

The Wanchai district will be laid open to ventilation and improvement in a way in which it could not possibly be dealt with before. The removal of the two hills to the Eastward will add immensely to the area of the district and to the easy accessibility of the districts to the east of it. The reclamation will add further to its area. The proposed new roads and praya will facilitate the erection of healthful buildings and the improved sanitation of the neighbourhood. The erection of all new houses will be brought under the strictest sanitary rules. Their number and character will compensate landlords to improve and rebuild in the profits of their business, during the progress of the Reclamation works, or in consequence thereof, and, therefore, benefiting to the full extent of the value of the reclaimed land or thereabouts; but the position in the Wanchai District is totally different. The Marine Lot Holders there must necessarily suffer enormously during the progress of the works and will be put to very great expense before they can make their properties pay again as Inland Lots. They will barely be repaid their losses and necessary expenditure by the value of the reclaimed land coming to them, while the Government, on behalf of the Colony, will, without running any risk or incurring any expenditure, derive from the scheme the enormous profits set forth in my first letter—the Treasury will pocket, from land sales alone, a lump sum of at least \$637,050, and will derive an additional annual revenue of \$150,571 from Crown Rents and Taxes, and the Colony, as a whole, will have added to it, free of expense, an immense additional area, laid out in streets and roads of ample width and with the very latest improvements.

Of all things speed is the most important, or otherwise, the steady increase in the population of the Colony will overtake the provision to be made for their accommodation.

The Government entrusted me, in connection with the existing Reclamation, with the negotiation and arrangement with the landowners affected, and with all the details of the scheme. I place myself again entirely at the disposal of the Government to carry out all negotiations and arrangements with the Marine Lot Holders and others in Wanchai whose assent may be required for the present scheme.

I suggest, further for the Government, that all restumptions of land, and all compensations to be paid landholders in connection with the present scheme should be borne and paid by the Marine Lot Holders as part of the expenses of the scheme, all land resumed being sold for the benefit of the fund. Any little friction that has arisen in connection with the existing Reclamation will thereby be obviated with the present proposals.

I would only submit, in conclusion, for the consideration of the Government that, if the Public Works Department with the enormous tasks on its hands at the present moment—the existing Reclamation, the Water Supply, the proposed New Public Buildings—is not in a position to undertake another Reclamation, that there will be no difficulty in having the work done by Engineers and Contractors employed directly by the Marine Lot Holders, being, of course, thoroughly understood that all plans must be submitted to and approved by the Director of Public Works and that the works would have to be carried out in accordance with such plans and to his complete satisfaction.—I have the honour to be, Sir, Your most obedient and humble Servant,

(Signed) C. P. CHATER.

The Honourable THE ACTING COLONIAL SECRETARY, Hongkong.

COLONIAL SECRETARY'S OFFICE,

HONGKONG, 13th Sept., 1900.

Sir.—I am directed to inform you that the Governor has had under consideration your letter of the 12th of June in which you propose a scheme for a large reclamation from the sea between Arsenal Street and East Point and for the utilisation of Morrison Hill and Mount Shadwell in connection with the reclamation.

His Excellency is prepared to view favourably your suggestion that the reclamation should be carried out on behalf of the Marine Lot Holders by the Government, rather than that the Government should exercise its undoubted right to make the reclamation on its own account.

But His Excellency is not prepared to concede the terms, unduly favourable to the Marine Lot Holders, which are proposed in your letter.

The value of the land which will be comprised in this new Reclamation is and must be a matter of opinion, and since it cannot be determined now, His Excellency is prepared to recommend to the Secretary of State for the Colonies, whose sanction must be obtained before any reclamation is made, the following principle for ensuring that the Government on behalf of the whole Colony obtains a fair share with the Marine Lot Holders in the profits of the reclamation, namely that the expense of the reclamation be provided in the same way as was the expense of the Praya Reclamation, and that when the new reclamation is finished the land so reclaimed shall be valued, and the expense of reclamation being deducted, the sum remaining divided equally between the Marine Lot Holders and the Government as premium, the Crown rent to be the same as on the Western Praya, but neither premium nor Crown rent to be payable for the land required for streets and lanes.

If you accept this principle, which in the Governor's opinion is a reasonable and equitable one, His Excellency will take steps to give the details of your scheme early and carefully consideration.—I have the honour to be, Sir, Your most obedient servant,

(Signed) F. H. MAY,

Acting Colonial Secretary.

The Honourable C. P. CHATER, C.M.G.

HONGKONG, 20th September, 1900.

Sir.—I have the honour, to acknowledge the receipt of your letter No. 171 of the 13th instant (in reply to mine of the 12th June last) in which you inform me that His Excellency the Governor has had under consideration my proposal for a large reclamation from the sea between Arsenal Street and East Point; that he is prepared to view favourably my suggestion that the reclamation in question should be carried out on behalf of the Marine Lot Holders by the Government, but that His Excellency is not prepared to accede to the terms embodied in my letter, as he deems them unduly favourable to the Marine Lot Holders.

His Excellency's suggestion is, that the expenses of the Reclamation be provided for in the same way as was the expense of the Praya Reclamation, now in progress; that, when the reclamation is finished, the land so reclaimed shall be valued, and the expense of reclamation being deducted, the sum remaining divided equally between the Marine Lot Holders and the Government.

His Excellency is not prepared to accede to the terms embodied in my letter, as he deems them unduly favourable to the Marine Lot Holders.

2. His Excellency's suggestion is, that the expenses of the Reclamation be provided for in the same way as was the expense of the Praya Reclamation, now in progress; that, when the reclamation is finished, the land so reclaimed shall be valued, and the expense of reclamation being deducted, the sum remaining divided equally between the Marine Lot Holders and the Government.

3. I have given to His Excellency's proposals very full and very careful consideration. I have gone into the figures again, so as it is possible to estimate them, and have obtained professional advice and assistance in working out results. I regret to say that after this fresh investigation, and after a detailed examination and comparison of the two Reclamation Schemes—the Praya Reclamation is now in progress, and the present scheme—I am unable to accept His Excellency's suggestion as to the principle to be applied in working out the scheme, and I could not conscientiously recommend it for the acceptance of the Marine Lot Holders in Wanchai, the position of the Marine Lot Holders and the nature of their property being totally different along the Eastern and Western Prayas.

4. I admit that, as events have turned out, it would not have been unreasonable or inequitable if some such principle had been applied to the Praya Reclamation now in progress, the Marine Lot Holders and the occupiers of premises there suffering little or no loss, either in the value of their holdings or in the profits of their business, during the progress of the Reclamation works, or in consequence thereof, and, therefore, benefiting to the full extent of the value of the reclaimed land or thereabouts; but the position in the Wanchai District is totally different. The Marine Lot Holders there must necessarily suffer enormously during the progress of the works and will be put to very great expense before they can make their properties pay again as Inland Lots.

They will barely be repaid their losses and necessary expenditure by the value of the reclaimed land coming to them, while the Government, on behalf of the Colony, will, without running any risk or incurring any expenditure, derive from the scheme the enormous profits set forth in my first letter—the Treasury will pocket, from land sales alone, a lump sum of at least \$637,050, and will derive an additional annual revenue of \$150,571 from Crown Rents and Taxes, and the Colony, as a whole, will have added to it, free of expense, an immense additional area, laid out in streets and roads of ample width and with the very latest improvements.

5. If His Excellency will amend his proposal by including in the expense of the reclamation the amount of the fair and reasonable compensation (to be assessed under Ordinance 23 of 1859 or some similar Ordinance) payable to existing Lot Holders in the Wanchai District for loss of rents and business, during the progress of the works and for the diminished value of their lands when converted from Marine into Inland Lots, then, possibly, the principle of division of profits might be acceptable; but even then the profits to be derived by the Government from the carrying out of the Scheme, as put forward by me, would be immensely greater than those derived by the Lot Holders. The Government would get what would practically be a gift—something for nothing. The Marine Lot Holders would get only a fair return on their investment.

6. The Central and Western Praya, at the commencement of the Reclamation of 1859 was, with one or two wholly unimportant exceptions, all shops, stores and residences. The principal part of the trade of the Colony was carried on along it. The whole coasting trade of the Colony centred there. The reclamations in their progress, although causing considerable inconvenience, did not seriously interfere with business along the praya, nor in their neighbourhood, and did not interfere with the values of the properties nor with the rentals derived from them. The residents could not move elsewhere to carry on their business, so they had, perforce, to remain where they were and make the best of it. The Marine Lot Holders, therefore, suffered no diminution of their rentals during the progress of the reclamation—the tenants bearing whatever losses or inconveniences there were—and now that the reclamation is finished and their former Marine Lots have become inland lots, the lapse of time and the steady increase in the population and in the trade and shipping of the Colony have made them as valuable for purposes of sale as the old Marine Lots ever were. They have, therefore, all the profits derivable from the value of the new made land.

7. In Wanchai the state of affairs is wholly different. It never has been and never will be an important business quarter. No Trading Junks anchor there. No Chinese Merchants or Traders of any position reside and carry on their work there; only the poorer classes frequent that neighbourhood. It is only within a comparatively recent period that there has been any business there at all even for the godowns. The division of the City caused by the interposition of the Naval and Military establishments has prevented the Chinese from settling there, and the immense expansion of the new sea wall, will add considerably to the cost of the work, to be borne by the Marine Lot Holders. This will give the Government a premium in income of \$500,000 or thereabouts which it would not receive under the scheme as originally framed and considerable addition to the rental, derivable from the land, which will be increased by about one-seventh.

This proposal while increasing the area of new land to be obtained by the undertakers, and giving an increased depth of water along the new sea wall, will add considerably to the cost of the work, to be borne by the Marine Lot Holders. It will, however, give a definite sum to the Government without involving the Government in any risk of loss should any unforeseen change in the position or prospects of the Colony render the

NOTES.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	KOBE and YOKOHAMA .....	SUNDAY, 3rd Mar., at Daylight.
W. Townsend.....	BOMBAY, via SINGAPORE and COLOMBO .....	WEDNESDAY, 6th Mar., at Noon.
HIROSHIMA MARU.....	COLOMBO .....	
S. Yoshizawa.....	MAURITIUS, LONDON & ANTWERP, via SINGAPORE, PENANG, and COLOMBO and PORT SAID .....	FRIDAY, 8th Mar., at Daylight.
KAWACHI MARU.....	COLOMBO and PORT SAID .....	
J. Thompson.....	COLOMBO and PORT SAID .....	
HAKATA MARU.....	KOBE and YOKOHAMA .....	FRIDAY, 15th Mar., at Daylight.
F. L. Sommer.....	VICTORIA, B.C. and SEATTLE .....	SATURDAY, 16th Mar., at 4 P.M.
TOYA MARU*.....	U.S.A., VIASHANHAI, MOJI, KOBE and YOKOHAMA .....	SATURDAY, 16th Mar., at 4 P.M.
S. J. C. Parsons.....	NAGASAKI, KOBE and YOKOHAMA .....	
YAWATA MARU.....	NAGASAKI, KOBE and YOKOHAMA .....	FRIDAY, 22nd Mar., at Noon.
A. E. Moses.....		

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 1st March, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRAUDAMPFER DIENST.

(Taking Cargo at through Rates to ANWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL; GLASGOW, TRIESTE, GENOVA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREEBURG.....	HAVRE, BREMEN and HAMBURG .....	8th March
Protsch.....	(LONDON with transhipment in HAMBURG) .....	Freight.
SAVOIA*.....	HAVRE and HAMBURG .....	About 23rd March
Behrens.....	(LONDON with transhipment in HAMBURG) .....	Freight and Passage.
MARBURG.....	HAVRE and HAMBURG .....	About 30th March
v. Binzer.....	(LONDON with transhipment in HAMBURG) .....	Freight.
SIBIRIA*.....	HAVRE and HAMBURG .....	About 5th April
BAMBERG.....	HAVRE and HAMBURG .....	About 10th April
Jacobs.....	(LONDON with transhipment in HAMBURG) .....	Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRAUDAMPFER DIENST.

TOYO KISEI KAISHA.

U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) .....

Saturday, 2nd Mar., at Noon.

NIPPO MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) .....

Thursday, 28th Mar., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) .....

Tuesday, 23rd April, at Noon.

THE Twin Screw Steamship.

HONGKONG MARU, will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TOMORROW, the 2nd March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th February, 1901.

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CHINA.

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 12th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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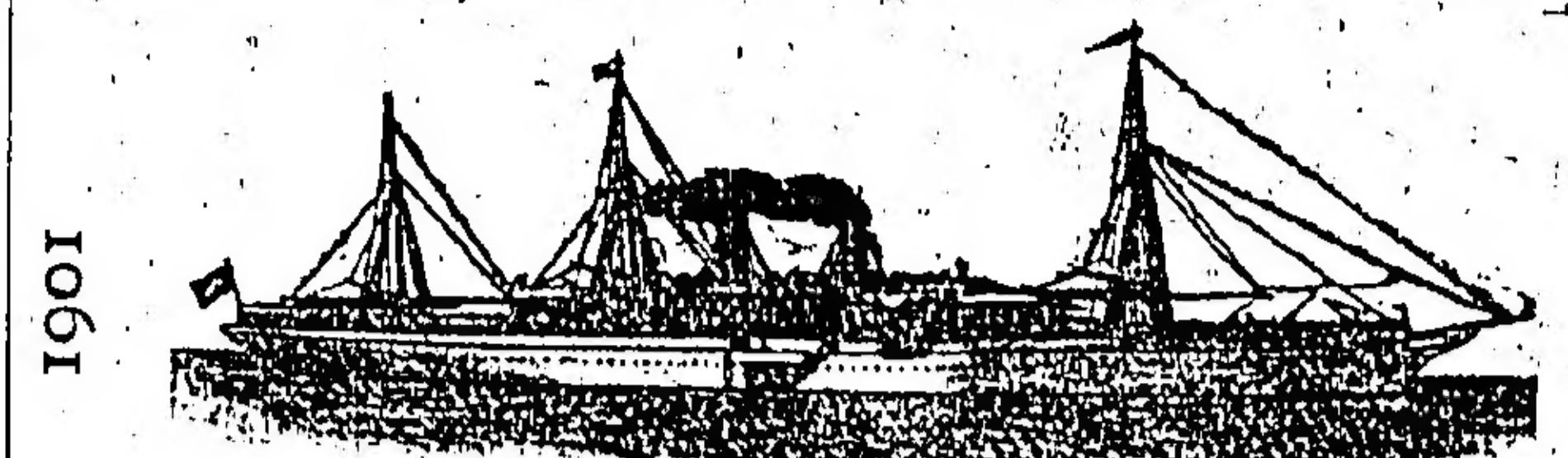
J. S. VAN BUREN, Agent.

Hongkong, 14th February, 1901.

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NOTES.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI; NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 13th March.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 3rd April.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 24th April.

THE MAGNIFICENT Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific voyage, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and, AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN and LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further Information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, 100 Fleet Street. [3]

OCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Doris (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

Coptic (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

Gaelic (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

Steam for STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH and LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship "PARRAMATTA," Captain C. T. Denby, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, TOMORROW, the 2nd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 1st March, 1901.

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THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 5th March, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 26th February, 1901. [255c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship

"AKASHI-MARU," Captain K. Suzuki, will be despatched as above on WEDNESDAY, the 6th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th February, 1901. [255c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSWI VIA SWATOW & AMOY. THE Company's Steamship

"MAIZURU MARU," Captain K. Sasaki, will be despatched for the above Port, on SUNDAY, the 10th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th February, 1901. [226c]



# THE HONGKONG TELEGRAPH. FRIDAY MARCH 1, 1901.

## The Share Market.

LATEST QUOTATIONS.  
(March 1st).

Companies.	Paid up Capital.	Latest quotation.
Hongkong & Shanghai Banking Corporation.	\$125	350 % premium
The Bank of China & Japan, Limited. (Preference)	\$ 5	Nominal
The Bank of China & Japan, Limited. (Ordinary)	\$ 4	1
The Bank of China & Japan, Limited. (Deferred)	\$ 1	55.5 buyers
National Bank of China, Ltd.	\$ 8	227 buyers
Do. Founders	\$ 2	15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	250 buyers
China Traders Ins. Co., Ltd.	\$ 25	55
North China Ins. Co., Ltd.	\$ 25	180 sellers
Yangtze Ins. Assoc. Ltd.	\$ 60	814
Canton Ins. Office, Ltd.	\$ 50	150
Straits Ins. Co., Ltd.	\$ 20	81
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	8315
China Fire Ins. Co., Ltd.	\$ 20	884 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	\$ 15	344 sellers
Indo-China Steam Navigation Co. Ltd. & Manh.S.S. Co., Ltd.	\$ 50	117 buyers
Douglas Steamship Co., Ltd.	\$ 30	50 sellers
China Mutual S. N. Co., Ltd. (Pref.)	\$ 10	112 buyers
China Mutual S. N. Co., Ltd. (O'Uary.)	\$ 10	112 buyers
China Mutual S. N. Co., Ltd. (O'Uary.)	\$ 5	17 buyers
Star Ferry Co., Ltd.	\$ 10	208 buyers
Shell Transport & Trading Co., Ltd.	\$ 24	57 buyers
Refineries.		
China Sugar Refining Co., Ltd.	\$100	136
Luzon Sugar Refining Co., Ltd.	\$100	40 sellers
Mining.		
Punjoni Mining Co., Ltd.	\$ 8	54 cum call
Punjoni Mining Preference Shares.	\$ 1	51.20
Société Française des Charbonnages du Tonkin.		
Queen Mines, Ltd.	Fe. 250	3315 sellers
Jeobu Mining and Trading Co., Ltd.	\$ 5	5574 sellers
Raub Alian Gold Mining Co., Ltd.	175.10d.	383 sales
Oliver Freehold Mines, Ltd. A.	\$ 5	230 sellers
Olivers Freehold Mines, Ltd. B.	\$ 5	814 sellers
Great Eastern & Caledonian Gold Mining Co., Ltd. (Preference)	\$ 5	5 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	630 % premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	594 buyers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37	663 buyers
New Amoy Dock Co., Ltd.	\$ 30	524 sales
Lands, Hotels and Buildings.		
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	304 sellers
Hongkong Land Investment & Agency Co., Ltd.	\$100	197 buyers
Kowloon Land and Building Co., Ltd.	\$ 30	527 buyers
West Point Building Co., Ltd.	\$ 50	50 sellers
Hongkong Hotel Co., Ltd.	\$ 50	124
Oriente Hotel Co., Ltd.	\$ 50	580 sellers
Humphreys Estate & Finance Co., Ltd.	\$ 10	512 sales
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	514
Two Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 45
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 65
SoyChee Cotton Spinning Co., Ltd.	Tls. 50	Tls. 35
Yablong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 50
Other Companies.		
Alahambra, Limited.	\$500	200 % premium
La Comercial, Ltd.	\$500	80 % premium
Henssana Limited.	\$100	par
La Favorite.	\$500	40 % premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	320
China-Borsao Co., Ltd.	\$ 15	333
A. S. Watson & Co., Ltd.	\$ 8	516
Watkins, Limited.	\$ 10	512
Hongkong Electric Co., Limited.	\$ 5	624 sales
Hongkong Electric Co., Limited.	\$ 5	564 sales
Hongkong and China Gas Co., Ltd.	\$ 10	518 buyers
Hongkong Kope Manufacturing Co., Ltd.	\$ 100	3200 sales and buyers
Dairy Farm Co., Ltd.	\$ 5	571
Hongkong and China Bakery Co., Ltd.	\$ 50	555
Campbell, Moore and Co., Ltd.	\$ 3	520
Bell's Asbestos Eastern Agency, Ltd.	\$ 5	53
United Asbestos Oriental Agency, Ltd.	\$ 4	524 sales
Garmisch & Co., Ltd.	\$ 20	58
Tebut's Planting Co., Ltd.	\$ 5	53
Universal Trading Co., Ltd.	\$ 5	537 sellers
H.K. Steam Water-coat Co., Ltd.	\$ 5	55
China Light & Power Co., Ltd.	\$ 20	520
Benjamin, Kelly & Poole Share Brokers.		
Telegraph Address: "Right."		
Telephone No. 148.		

## VISITORS AT THE HONGKONG HOTEL.

Andressen, Capt. J. J.	Kennedy, Mr. R. J.	BRAEMAR, British steamer, 2,316, Wm. Watt, 23rd Feb.—Moj 18th Feb., General—Dowell & Co., Ltd.
Andrews, Mr. D. A.	Kiene, Mr. and Mrs. F.	CHEANO CHEW, British steamer, 1,213, H. C. Frampton, 22nd Feb.—Penang, via Singapore 14th Feb., General—Chinese.
Angus, Mrs.	King, Maj. H. S. R. E.	Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Shanghai.
Apcar, Mrs. A. A.	Lambton, Mrs. R. S.	CHINA, German steamer, 1,113, P. Voss, 23rd Jan.—Saigon 18th Feb., Rice—Siemens & Co.
Bailey, Mr. W. S.	Leverett, Mr. Wm. J.	CHING PING, German steamer, 1,049, S. Newman, 27th Feb.—Canton 16th Feb., General—C. E. & M. Co.
Baird, Mr. W. P.	Lewis, Mr. A. R.	BLINSHIN, 1st class cruiser, 9,000 tons, 12 guns, 21,411 l.h.p., Captain Henderson, left England, 17th January.
Bain, Mr. O. E.	Lister, Mr. Chas. C., Jr.	BONAVENTURE, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.
Bell, Mr. and Mrs. O.	Lister, Mrs. C. C.	BRITISH, British steamer, 2,260, E. Williams, 19th Feb.—Sydney via Port 25th Jan., General—Butterfield & Swire.
Bell, Mr. and Mrs. O.	Little, Major W. R.	DAIJIN MARU, Japanese steamer, 809, T. Ota, 27th Feb.—Tamsui 14th Feb., Amoy 25th, and Swatow 26th, General—Mitsui Bussan Kaisha.
Bell, Mr. and Mrs. O.	Little, Major W. R.	BRITOMARIT, British gunboat, 710 tons, Comdr. P. Walter, Foochow.
Bell, Mr. and Mrs. O.	Littlefield, R. E.	DIAMANT, British steamer, 1,254, A. Ramsay, 26th Feb.—Manila 23rd Feb., Hemp—Shewan, Tones & Co.
Bell, Mr. and Mrs. O.	Long, Mr. R. F.	CENTURION, 1st class battleship, 10,500 tons, 14 guns, 9,000 i.h.p., Capt. J. K. Jellicoe, C.B., Hongkong.
Beringer, Mr. F. J. G.	Lohery, Mr. R.	DAPHNE, sloop, 1,120 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Shanghai.
Bishop, Mr. and Mrs.	Long, Mr. and Mrs. D. M.	EMPEROR OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 20th Feb.—Vancouver, B.C. 28th Jan., and Shanghai 17th Feb., Mails and General—C. P. P. Co.
Black, Mrs.	Lutti, Mr. Emile	ESMERALDA, British sloop, 966, G. H. Blaxland, 24th Feb.—Manila 21st Feb., General—Shewan, Tones & Co.
Blyth, Mr. H. M.	Macfadyen, Dr. J.	FLINTSHIRE, British steamer, 2,109, J. Dwyer, 4th Jan.—Moj 30th Dec., Coal—Mitsui Bussan Kaisha.
Borthwick, Mr. R. W.	Marshall, Mrs. Fred.	GLENNOGLE, British steamer, 2,393, W. Frakes, 25th Feb.—Shanghai 22nd Feb., General—Dowell & Co., Ltd.
Bowack, Mr. George	McDonald, Dr. H.	GLORY, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Ingledfield, Woosung.
Branch, Capt. B.	McDowell, Mrs. F.	GOTHIAT, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain L. W. Wint, Hongkong.
Broadbent, R. N., Lt.	Michel, Mr. F.	HANDY, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Broadbent, R. N., Lt.	Miller, Mr. and Mrs. R. G.	HARD, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. Comdr. F. Blunt, Chin-kiang.
Buck, Mr. Hart	Moses, Mr. and Mrs. S. E.	HARVEY, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,500 i.h.p., in reserve.
Burnie, Mr. C. M. G.	Mould, R. E., Maj. C. F.	HIREBAND, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Captain.
Clark, Dr. and Mrs. F.	Newson, Mr. and Mrs. F.	HORNBY, British gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Clark, Mr. P. M.	Parfitt, Mr. W.	ISABEL, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Capt. H. G. Colby, at Hongkong.
Clarke-Thornhill, Mr.	O'Neill, Mr. and Mrs. J. J.	ISABELLA, 1st class battleship, 10,500 tons, 14 guns, 9,000 i.h.p., Capt. J. K. Jellicoe, C.B., Hongkong.
Cole, T. B. and valet	Ormsby, Hon. R. D.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Colson, Mr. T. S.	Ort, Mr. R.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Cruickshank, Mr. Wm.	Parfitt, Mr. W.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Dawson, Mr. D. W.	Passy, Lt. Col.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Dentroche, Mr. P. C.	Paul, Mrs. and Miss Monroe	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Dorehill, R. A., Major	Potts, Mr. Douglas	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Drew, Mr. and Mrs. C.	Reed, Dr. L. R.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Duff, Mr. W. R.	Rosamund, Misses (3)	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Dyson, Capt. P. S.	Rundall, Lt. Col.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Eddy, Mr. F. W. H.	Sampson, Mr. H. W.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Elderton, R. I. M., Com.	Saunders, Mr. J. C.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Evans, Dr. and Mrs.	Smith, Mr. D. A.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Sheldon	Sokka, Mr. T.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Farbridge, Mr.	Stevens, Mr. G. R.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Franchi, Mr. C.	Stevens, Mr. H. G.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Gibson, Mr. and Mrs.	Stewart, Mr. E. H.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Kennedy	Strawbridge, Mr. W. J.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Glover, Mr. C.	Sweeting, Mr. H. S.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Goddard, Capt.	Taylor, Mr. D. G.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Godschaus, Mrs.	Todd, Mr. and Mrs. Miller	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Godschaus, Miss	Tokey, Mr. M.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Grant, Mr. John	Trevoux, Mr. J.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Hammersley, Mr. B. F.	Usworth, Capt.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Headham, R. I. M., Lt.	Wateman, Mr. G. H.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Higgins, Mr. and Mrs.	Watt, Mr. and Mrs. Frank W.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Hornell, Mr. H. H.	Whaley, Mr. W. J. G.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Howard, Mr. Thos.	Whiteley, Mr. W. J. G.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Hawkins, Mr. and Mrs.	Whiley, Mr. W. J. G.	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. Soubain, at Nagasaki.
Hug, Mr. R.	Wiese, Mr. and Mrs. L. H. and 3 children	ISABELLA, 1st class gunboat, 363 tons, 3 guns, 200 i.h